

PHOTOGRAPH SECTION



General Carl A. Spaatz, Commanding General, U.S. Army Air Forces, 1947. Gen Spaatz was the Chief of Staff, United States Air Force, 1947–1948. A review of his personal and official documents, including highly classified daily briefings for the summer of 1947, do not in any way suggest that U.S. Army Air Forces recovered a flying saucer or its alien occupants. *U.S. Air Force Photo.*



Lt. Gen. Hoyt S. Vandenberg, Deputy Commander, U.S. Army Air Forces, 1947. General Vandenberg served as Chief of Staff, United States Air Force 1947–1953. He is alleged to have directed the recovery of a flying saucer at Roswell Army Air Field on July 8, 1947. A review of his official daily activities calendar revealed his knowledge of a reported flying saucer recovery on July 7 in Texas, an incident that he later determined to be a hoax. Records do not support the claim that he had any similar involvement on July 8, as charged by crashed saucer conspiracy theorists (*see Atch 15*). *U.S. Air Force Photo.*



General Nathan F. Twining, Commanding General, Air Matériel Command, 1947. General Twining was Chief of Staff, United States Air Force, 1953–1957. UFO theorists allege that General Twining altered his plans unexpectedly in July 1947 to go to New Mexico to oversee the recovery of a flying saucer. However, records indicate that Twining went to New Mexico in July 1947, along with several other general officers, to attend the Nuclear Bomb Commanders Course. He received orders to attend this course more than a month *before* the alleged “incident” occurred (*see Atch 14*). *U.S. Air Force Photo.*



Maj. Gen. Curtis E. LeMay (left) and Brig. Gen. Roger M. Ramey are shown here while serving in Kharagpur, India, during World War II. *U.S. Air Force Photo.*

General Curtis E. LeMay was Deputy Chief of Air Staff for Research and Development, U.S. Army Air Forces, in 1947, and later Chief of Staff, United States Air Force, 1961–1965. As Deputy Chief of Air Staff for Research and Development, LeMay had a strong influence on the high-priority Project MOGUL (*see Apps 8 and 9*). He also maintained close associations throughout his career with former subordinates from World War II bombing campaigns, including Brig. Gen. Roger M. Ramey and Col. William H. Blanchard.

Brig. Gen. Roger M. Ramey was the Commanding General, Eighth Air Force, in 1947. He is alleged to have participated in the cover-up of the recovery of an extraterrestrial vehicle by substituting debris from an ordinary weather balloon for that of an alien spacecraft. In fact, General Ramey displayed the original debris recovered from the ranch, which came from a MOGUL balloon train. Ramey withheld only the components that would have compromised the highly sensitive project (*see Atch 16*).



Col. William H. Blanchard, Commander 509th Bomb Group, 1947, and later, Vice Chief of Staff, United States Air Force, 1965–1966. As commander of Roswell Army Airfield and the 509th Bomb Group, Blanchard is alleged to have secretly directed the recovery of a flying saucer while pretending to be on leave. Records indicate that Blanchard was on leave, departing Roswell on July 8 and returning on July 23, 1947 (see Atch 11). *U.S. Air Force Photo.*



Maj. Gen. Clements McMullen, Deputy Chief of Staff, Strategic Air Command, 1947. General McMullen is alleged to have directed General Ramey to cover up the recovery of an extraterrestrial craft and crew. After an extensive search, the "Command Correspondence" file for the period was located. This file contained privileged and classified information of the highest order between McMullen and Ramey—it contained no information to support the outrageous claim.



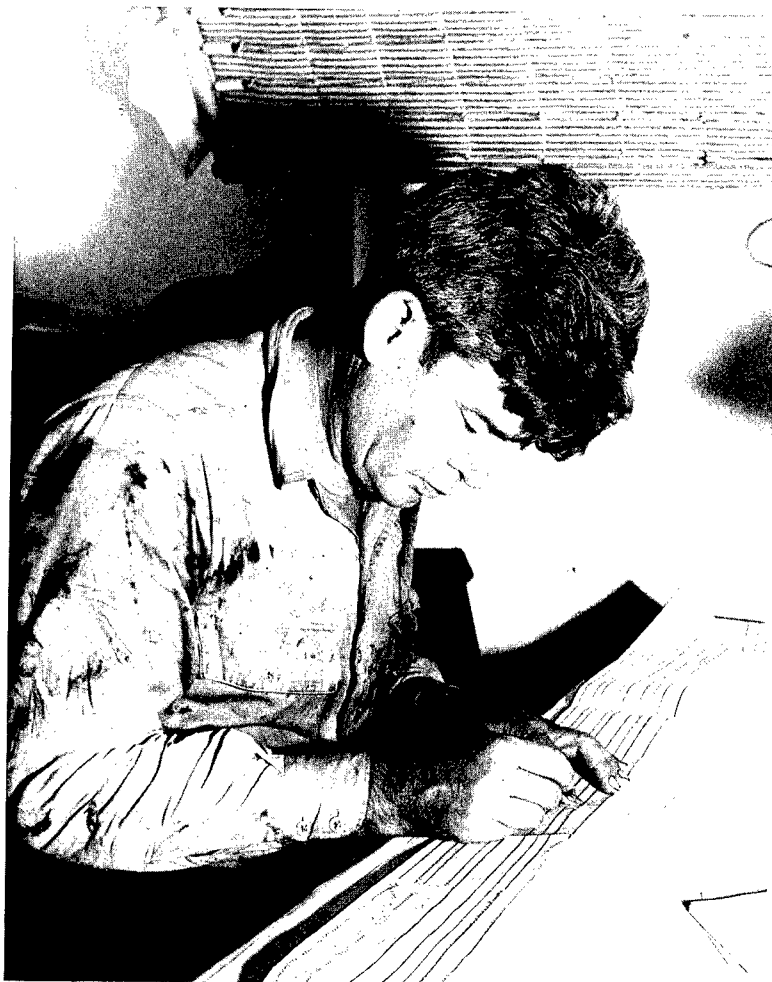
Brig. Gen. Donald N. Yates, Chief, Air Weather Service, 1947, and later, Deputy Director of Defense for Research and Engineering. Crashed saucer theorists contend Yates participated in a conspiracy by confirming the weather balloon explanation for the mysterious debris. They also contend that the debris recovered by the rancher was transported to Andrews AAF, MD (near Washington, DC), to be examined by high government officials including the President. In reality, Andrews AAF was the home of the Army Air Forces Air Weather Service and would be a probable location for debris, which contained components of weather equipment, to be identified. *U.S. Air Force Photo.*



Project MOGUL Field Operations Director **Albert P. Crary** maintained a journal of his professional activities including Project MOGUL research in the summer of 1947. Portions of his journal provided details necessary to reconstruct events not available from published MOGUL reports (*see App 17*). In addition to his work for the Air Force, this world-enowned scientist is credited with significant contributions to the study of Polar regions; a research center at McMurdo Station, Antarctica was recently named in his honor.

Albert P. Crary (*left*) and technician **Phil Chantz** taking a break during Project MOGUL operations at White Sands Proving Ground, NM, July 1947.

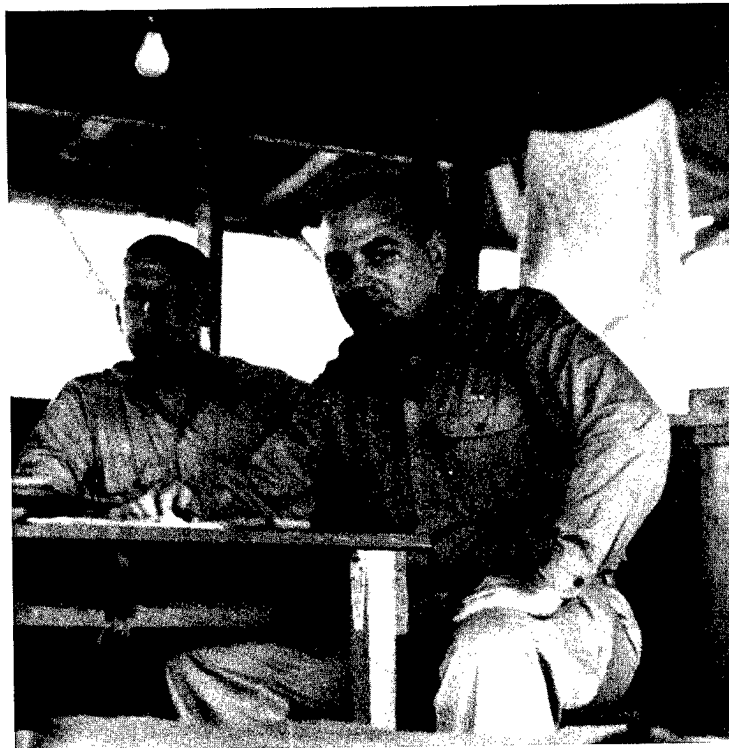




Dr. W. Maurice Ewing, preeminent geophysicist and oceanographer. It was Ewing who first conceptualized the military significance of the atmospheric sound channel. His proposal, made directly to the Commanding General U.S. Army Air Forces, General Carl Spaatz, was well received and resulted in the initiation of Project MOGUL (see App 6). *Photo Courtesy of Woods Hole Oceanographic Institution.*

The distinguished scientists **Albert P. Crary** (left) and **Dr. W. Maurice Ewing** collaborated at various scientific research institutions throughout their careers, in addition to performing their work for the U.S. Air Force. In the course of their collaborations, these men had affiliations with Lehigh University, Columbia University, and Woods Hole Oceanographic Institution.





Dr. Athelstan F. Spilhaus (*left*) and **Col. Marcellus Duffy** appear here serving as members of HQ USAAF Liaison Group to the U.S. Army Signal Corps, Saipan, in 1944. *Photo Courtesy of Mrs. Emily Duffy.*

Dr. Athelstan F. Spilhaus, Director of Research at New York University, oversaw but had no direct involvement in the activities of the NYU Balloon Group or the alleged incident. He did, however, serve on various high-level panels which set military and national policy, including the USAF Scientific Advisory Board (1953–1957). When asked, for the purpose of this report—and released from any security oaths he may have taken—if he ever had knowledge of a recovery of an extraterrestrial vehicle or its occupants by the U.S. Government, his unqualified response was “no.”

Col. Marcellus Duffy, a highly capable scientific research officer, was a MOGUL project officer. Maj. Gen. Curtis LeMay, Deputy Chief of Air Staff for Research and Development, turned to Colonel Duffy to make adjustments to MOGUL after the project’s progress was determined to be inadequate (*see App 8*).